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**CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT**

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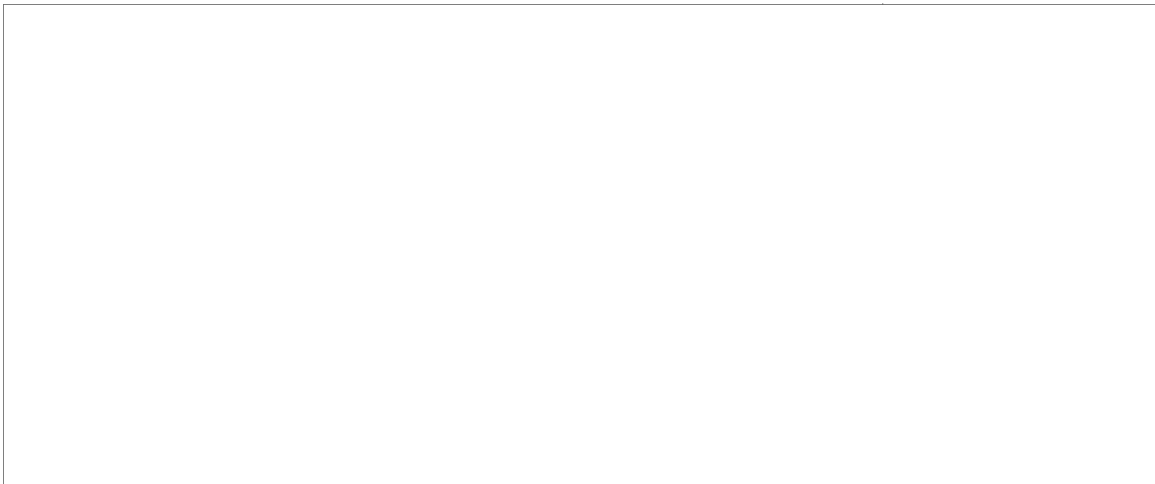
<b>COUNTRY</b>	USSR	<b>REPORT</b>	[REDACTED]
<b>SUBJECT</b>	Rail Trips in the USSR [REDACTED]	<b>DATE DISTR.</b>	24 November 1954
<b>DATE OF INFO.</b>	[REDACTED]	<b>NO. OF PAGES</b>	3
<b>PLACE ACQUIRED</b>	[REDACTED]	<b>REFERENCE NO.</b>	RD
		<b>REFERENCES</b>	[REDACTED]

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. [REDACTED] the Volga west of Kazan. The railroad bridge was single-tracked, although the rail line was double-tracked. About 15 meters upstream from the bridge, construction of a second railroad bridge had begun. An abutment and a pier on the western bank of the river were under construction. 25X1
2. Shlaliskaya was located at about the center of a railroad line which extended 100 kilometers north from the Potma railroad junction on the Prazan (N 54-40, E 39-40) - Syzran (N 53-11, E 48-27) railroad line.<sup>1</sup> About 25 forced-labor camps were located in the area. The line led through thick woods, was single-tracked, and had passing sidings at railroad stations and stops. The main line from Potma to the west was double-tracked. 25X1
3. The Brest-Moscow-Omsk-Novosibirsk-Krasnoyarsk-Kansk railroad line was double-tracked. A new single-track line extended from Kansk (N 56-13, E 95-40) to Novia Poma (sic), and about 40 trains operated daily on this line. Passenger and freight cars were in good condition, and freight 25X1

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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cars were fitted with modern automatic couplings. Between Kansk and Poma, the locomotives were fired by logs one meter long.

4. [redacted] trip in fall 1953 took 62 hours on the line from Stalino freight station-Artemovsk-Slavyansk-Lozovaya-Poltava-Kiev-Korosten-Kovel-Brest. The Stalino freight station had a paved loading ramp, about 500 by 40 meters. Soviet rolling stock appeared to be in very good condition. At each stop, maintenance work was done on the locomotive and cars. The train proceeded at an average speed of 60 km/h (sic). The Stalino-Artemovsk-Slavyansk-Lozovaya and the Brest-Frankfurt/Oder sections were double-tracked. [redacted] the remaining sections observed were single-tracked. Extensive passing sidings were repeatedly seen. Freight stations were lighted at night by searchlights on high masts. [redacted] green, red, and white electric signals of an unusual, modern type in the Poltava area. Before the train reached the Korosten railroad station, informant saw large stocks of coal for locomotives. 25X1
5. On a trip on the narrow-gauge railroad line between Norilsk (N 69-20, E 88-06) and Dudinka (N 69-25, E 86-10), [redacted] a broad-gauge line under construction parallel to the line. Soviet workers stated that the line was designed to improve traffic conditions in the Norilsk area where new industries were being built. They also said that the Soviet broad-gauge track had first been laid without a firm foundation in early 1952 and that the line had been put into operation in fall 1952 when the frost period set in. In fall 1953, construction of a firm foundation started. Forced laborers employed in this work were quartered in four or five temporary camps along the line. The stretch between Norilsk and Kaerkan, about 25 kilometers west of Norilsk, was put into operation in late 1953. Work on the Kaerkan-Dudinka section would probably last through summer 1954. After completion of the broad-gauge line, the narrow-gauge track was to be replaced by another broad-gauge track. 25X1
6. On a trip over the Kaerkan-Dudinka railroad line on 19 June 1953, [redacted] the narrow-gauge stretch was to be replaced by a broad-gauge line. According to Soviet forced laborers, work on the line started in fall 1952. The foundation was being reinforced and a broad-gauge track was being laid on the north side of the narrow-gauge track. After completion of the broad-gauge track, the narrow-gauge track was to be replaced by another broad-gauge track. 25X1
7. [redacted] travelled by train from Sverdlovsk to Kazan in three days, and from Kazan to Moscow in four days. The train went via Krasnoufinsk-Yanaul-Sarapul-Kazan-Murom. Most of the Sverdlovsk-Moscow line was single-tracked but a second track was being constructed; an estimated one-tenth of the line had been completely double-tracked, including a stretch starting about 125 kilometers east of Moscow. Aside from this, sections five to ten kilometers long were double-tracked. Construction work was concentrated in the mountainous area between Sverdlovsk and Yanaul where five tunnels and at least 20 bridges were being built by about 20 work details of up to 200 laborers each. On the Sverdlovsk-Moscow line, four to six passing sidings, each 200 to 300 meters long, were seen at 25 to 30 points. Coaling and watering facilities were available only at railroad stations. 25X1
1. [redacted] Comment: Potma is probably the railroad junction at N 54-07, E 42-54. Shlaliskaya is not shown on available maps. Possibly Shaly (N 54-23, E 43-00), which is 12 kilometers east of the midpoint on the line north from Potma, has given its name to the FW camp and to a railroad stop. 25X1
2. [redacted] Comment: Novia Poma is possibly Novaya Poyma (N 56-11, E 96-35), which is approximately 70 kilometers east of Kansk along the Trans-Siberian Railroad. 25X1

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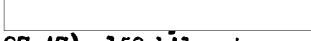
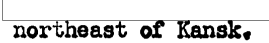
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3.  Comment: Poma, which is mentioned here   
 is possibly Poyma (N 56-53, E 97-47), 150 kilometers  
northeast of Kansk.


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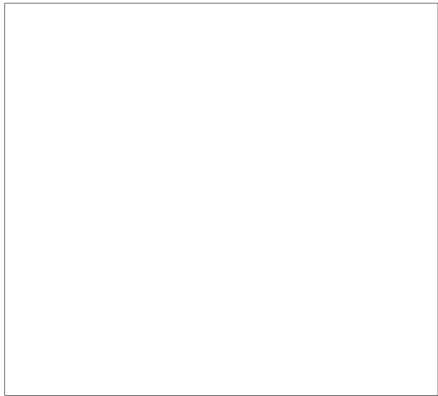
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4.  Comment: The Kiev-Korosten line is believed to be double-tracked.

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5.  Comment: Kaerkan is not shown on available maps.



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